

No. 14
14th REPORT

OF THE

DIRECTORS

OF THE

Michigan Central Railroad Co.,

TO THE

STOCKHOLDERS:

TOGETHER WITH THE

REPORTS OF THE TREASURER AND SUPERINTENDENT.

JUNE, 1860.

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1860.

DIRECTORS.

CHOSEN AT THE ANNUAL MEETING, JUNE 25, 1860.

JOHN W. BROOKS, <i>Boston.</i>	ELON FARNSWORTH, <i>Detroit.</i>
NATHANIEL THAYER, <i>Boston.</i>	ERASTUS CORNING, <i>Albany.</i>
R. B. FORBES, <i>Boston.</i>	D. D. WILLIAMSON, <i>New York.</i>
H. H. HUNNEWELL, <i>Boston.</i>	EDWARD MINTURN, <i>New York.</i>
J. M. FORBES, <i>Boston.</i>	

PRESIDENT.

JOHN W. BROOKS.

VICE-PRESIDENT.

H. H. HUNNEWELL.

TREASURER.

ISAAC LIVERMORE.

SUPERINTENDENT.

R. N. RICE.

AUDITOR.

WILLIAM BOOTT.

CLERK.

WILLIAM B. FOWLE, JR.

DIRECTORS' REPORT.

To the Stockholders of the Michigan Central Railroad Company.

Herewith you have the reports of Mr. Livermore, the Treasurer, exhibiting the financial condition of the Company, of Mr. Rice, the Superintendent, showing the operations of the Road for the fiscal year just closed, of the Trustees of the Sinking Funds, showing the amount of these funds to be \$160,485.90, and of Mr. Boott, the Auditor.

The bonded debt of the Company June 1,	
1859, was	\$8,184,488 89
Less sinking fund,	64,800 32
Total net bonded debt,	\$8,119,688 57
Capital stock,	6,057,840 00
	<u>\$14,177,528 57</u>

The bonded debt now is		\$7,914,488 89
Less sinking fund,		
1st,	\$142,486 81	
2d,	17,940 29	
	<u>160,427 10</u>	
		<u>\$7,754,061 79</u>
Add floating debt,	90,781 71	
Capital stock,	6,057,820 00	
		<u>\$13,902,663 40</u>
Total reduction of debt during the year,		<u><u>\$274,865 17</u></u>

The gross receipts, as per Treasurer's Report

for the year, have been,		\$1,852,473 17
Operating expenses,	\$985,015 13	
Taxes,	92,468 88	
	<hr/>	1,077,483 51
		<hr/>
		\$774,989 66

Amount paid during the year
for interest, exchange, and
discount on bonds sold to

meet those matured,	\$730,760 01	
Paid to sinking funds,	75,000 00	
	<hr/>	\$805,760 01

This amount has been taken from the balance
of last year, standing to the credit of income
account,

\$30,770 35

Construction account has not been increased during the year.

The following table will serve to show the current of our
business through the past, compared with the previous year,
and perhaps aid in forming an intelligent opinion upon our
prospects for the coming year:—

MONTHLY STATEMENT,

Comparing the Earnings of the Years ending May 31, 1859 and 1860.

MONTHS.	Year ending May 31, 1859.	Year ending May 31, 1860.	Decrease.	Increase.
June,	\$170,847 58	\$119,770 60	\$51,076 98	—
July,	143,872 45	108,303 94	35,568 51	—
August,	176,060 82	150,366 20	25,694 62	—
September,	224,574 50	210,837 40	13,737 10	—
October,	209,868 03	226,077 07	—	\$16,209 04
November,	156,298 00	181,617 17	—	25,319 17
December,	130,108 71	132,948 84	—	2,840 13
January,	101,386 50	110,712 24	—	9,325 74
February,	102,959 35	107,748 86	—	4,789 51
March,	151,864 66	160,311 53	—	8,446 87
April,	143,143 30	165,741 03	—	22,597 73
May,	127,145 77	158,509 98	—	31,364 21
Totals,	\$1,838,129 67	\$1,832,944 85	\$5,184 81 net dec'e.	

The first month of the year closed with a decrease of over \$50,000, and the last month shows a gain of over \$30,000.

No violent and sudden cause has produced this change for the better. The crops have been very moderate both in Michigan and the States west of that. Emigration is at the minimum point. Public works are making as little progress as at any time since the beginning of the railroad system, and speculation of every kind is without the slightest activity.

It is apparent that this improvement is due to the natural progress towards recovery, of the Western States, from their late stagnation in all departments of business. There is no cause for regarding this increased activity as otherwise than that of a healthy revival; we may, therefore, fairly anticipate its permanent and continued improvement.

A material saving has been made by the reduction of the number of trains in proportion to the service performed. In this respect, so far as passenger trains are concerned, we are to a great extent controlled by competing lines. Last year we were not successful in getting the number of through trains run by the several lines reduced to what we considered the requirements of the business. The miles of Passenger trains now run are about 28 per cent. less than last year, and so arranged as to fully accommodate the business.

While the tonnage has increased about 25 per cent., the miles run by freight trains has increased but about half of one per cent.; much of the economy in this latter is due to an improved system of keeping an accurate account of the load carried by each engine, thus bringing an accountability for net results home to each engineer.

The road and property of the Company has been well kept up, and considerable renewals and new permanent work done; among other things, 14 pile bridges have been entirely rebuilt, 13 arched and open stone culverts have been put in the place of a like number of wooden structures; 40 miles of new fence have been constructed; a wood shed at Chicago, 14 by 90 feet; carpenters' shop at Niles, 24 by 48 feet, and a water-house at Lake station. One first class sleeping car, three drovers' sleeping cars, and thirty-five combination freight cars have been built new, and thirty-six more of the latter nearly completed; all of which have been charged to operating expense.

The value of owning and fully controlling the telegraph line is still further demonstrated by the economy, safety and efficacy it promotes in the management of the traffic; no line of any magnitude can afford to be without it.

With the present system of economy steadily pursued and still further improved by additional experience, we see no reason to doubt that a considerable increase of business could be done with a considerably decreased ratio of expenditure.

As the business increases, as it would seem almost certain to do with the general increasing prosperity, there will be less contention for it, among the various lines in competition, and better rates can be obtained for the work performed.

Through the hard times we have kept our property up to a high standard of efficiency. We are fully prepared for a larger business than we have ever had, and under our improved arrangement, could with great economy, do a business of \$3,600,000 more easily than in 1856 and 1857 we did a business of \$3,100,000. Almost all the perishable structures in the permanent way have lately been renewed or built of stone.

We have in prospect no extraordinary expenditure of any description. There is nothing in the way of doing a largely increased business very economically.

The earnings of our road indicate that we have gone down to, and have commenced to return from, the lowest point for earnings in prospect; careful and considerate men are very generally impressed with the belief that the West is rapidly recovering from its late prostration, and that it will from this time go onward with rising prosperity.

These considerations lead us to look with confidence to an early and decided improvement in the condition of our Company. It will be seen from the Treasurer's Report, that our finances are in such a satisfactory state that should the expected increase of earnings be realized, we shall be in a condition to apply our net earnings from this time forward to the payment of dividends.

By order of the Board.

J. W. BROOKS, *President.*

Boston, June 15, 1860.

TREASURER'S REPORT.

To the President and Directors of the Michigan Central Railroad Company :—

GENTLEMEN :—The accompanying tables herewith submitted, exhibit the present financial condition of the Company. Their examination will show that the revival in the business of the West, which has enabled us during the past spring months to increase steadily our receipts over those of last year, did not commence sufficiently early to counteract and overcome the depression of the fall and winter months preceding ; it will therefore be seen that the road, after meeting all expenditures for operating, paying seventy-five thousand dollars to the two sinking funds, its interest, taxes, exchange, and discount on bonds issued to meet such of the bonds as matured on the 1st of April last and have been paid, was obliged to draw from the balance which stood to the credit of Income Account on the 1st June, 1859, the amount of \$30,770.35. This necessity has reduced the balance to the credit of Income Account from \$108,975.97, at which it stood on the 1st of June, 1859, to \$78,205.62.

It will be seen by the Tables that the Company has now a floating debt amounting to \$90,781.71. This debt has been incurred in consequence of the unwillingness of the Board to sell at less than par the small remaining amount of Bonds necessary to replace those which have matured and been paid.

The bonded debt which last year stood at \$8,184,488.89, now stands at \$7,914,488.89, (inclusive of the amount held by the Trustees of the Sinking Funds) showing a reduction of this debt to the amount of \$270,000. This reduction arises from the collection of a portion of the accounts and Bills Receivable held last year, and from the proceeds of the Company's notes forming the Floating Debt above alluded to.

The proceeds of the bonds to be sold (when it shall be deemed expedient) say \$85,511.11, the Cash on hand and Accounts Receivable, will be more than sufficient to meet and cancel this floating debt, and also to pay the remainder of the Bonds which matured April 1, 1860, say \$21,000, not yet presented for payment.

A further amount of \$504,000 of Bonds will mature on the 1st day of October next, to meet which we have a reserve of an equal amount of Mortgage Sinking Fund Bonds.

In order to place the different issues of Bonds under the mortgage upon the same footing, a further Sinking Fund has been created, applicable to those issued to replace the Bonds of 1860, which is ratably equal to the Sinking Fund originally provided, besides including the probable balance from said original Sinking Fund. Under these arrangements, it will be seen that our finances are in a perfectly satisfactory condition, and that, our Floating Debt being practically extinguished, the net earnings may hereafter be applied to Dividends.

Those conversant with the West and its business, believe that the reaction from the depression of the past two years, which has been noticeable during the three last months, is sound, healthy and permanent in its nature. If these opinions be borne out by the results, or if even a moderate increase over the business of last year be realized, another year's traffic must show an accumulation to the credit of the stockholders, and will necessarily once again place the Company upon a dividend paying basis.

Respectfully submitted,

ISAAC LIVERMORE, *Treasurer.*

BOSTON, June 15, 1860.

[A.]

DR. *The Michigan Central Railroad Company, in General Account.* *Contra.* CR.

1860.		1860.	
June 1.	To Capital Stock,	\$6,057,820 00	By Construction, No. 1, Purchase of Road,
	Bond Account, viz. :—		Construction, No. 2, Expenditure since
	6 per cent. Sterling Bonds, unconvertible,		purchase,
	1st Mortgage, \$467,488 89		Cash on hand,
	8 per cent. Sterling Bonds,		Accounts and Bills Receivable,
	convertible, 1st Mortgage, 500,000 00		Assets in hands Oliver Macy, General
	8 per cent. Bonds, unconvertible,		Receiver,
	250,000 00		Assets in hands R. N. Rice, General
	8 per cent. Bonds, convertible, 1st Mortgage,		Superintendent,
	3,122,000 00		New Albany and Salem Railroad Co.
	8 per cent. Bonds, convertible, 1st Mortgage, Sink-		Stock,
	ing Fund, 3,575,000 00	7,914,488 89	Joliet and Northern Indiana Railroad
			Co. Stock,
			Joliet and Northern Indiana Railroad
			Co., Construction,
			Steam-boats,
	To Income Account, balance of this Acct't,	78,205 62	
	Unpaid Dividends,	380 00	
	Bills Payable,	90,781 71	
		<u>\$14,141,676 22</u>	
			<u>\$2,000,000 00</u>
			10,847,238 17
			32,619 33
			58,765 10
			28,424 90
			44,151 67
			609,763 99
			168,225 00
			40,768 18
			311,719 88
			<u>\$14,141,676 22</u>

(E. E.)

BOSTON, June 1, 1860.

ISAAC LIVERMORE, *Treasurer.*

[B.]			
Dr.	Income Account,	Receipts of Road.	Contra, Cr.
1860.		1860,	
June 1.	To Balance of this Account, per Treasurer's Report of June 1, 1859,	\$108,975 97	By Operating Account from June 1, 1859, to June 1, 1860, \$1,077,483 51
	To Receipts of Road from June 1, 1859, to June 1, 1860, per statement C, . .	1,852,473 17	Annual payments towards Sinking Funds, 75,000 00
			Interest and Exchange Account from June 1, 1859, to June 1, 1860, . . 730,760 01
			Balance to New Account, 78,205 62
		<u>\$1,961,449 14</u>	<u>\$1,961,449 14</u>
	To Balance of Income Account this day,	\$78,205 62	

(E. E.)

Boston, June 1, 1860.

ISAAC LIVERMORE, Treasurer.

Gross Receipts of Road for Year ending May 31, 1860. *Operating Account and Interest for Year ending May 31, 1860.*

MONTHS.	Freight.	Passengers.	Miscellaneous.	Total.	Amount.	Date.	Account.	Amount.	Amount.
1859.									
June, . . .	\$47,220 04	\$83,606 04	\$12,615 71	\$143,441 79		1860.	Road Repairs, . . .	\$206,766 86	
July, . . .	41,242 99	65,930 80	1,961 60	109,135 39		June 1,	Building Repairs, . . .	40,954 21	
August, . . .	47,202 18	75,039 33	1,961 60	124,203 11			Locomotive Repairs, . . .	74,037 27	
September, . . .	84,745 87	91,574 10	12,694 27	189,014 24			Car Repairs, . . .	76,906 69	
October, . . .	133,501 02	102,372 33	1,961 60	237,834 95			Locomotive Service, . . .	87,119 24	
November, . . .	114,756 49	78,520 81	1,961 60	195,238 90			Train Service, . . .	36,125 00	
December, . . .	80,916 96	57,052 81	12,525 60	150,495 37			Station Service, . . .	270,244 91	
1860.							Fuel, . . .	117,276 65	
January, . . .	86,049 89	39,288 71	1,896 53	127,232 13			Oil and Waste, . . .	22,935 74	
February, . . .	61,647 98	42,942 83	1,707 09	106,297 90			Stationery and Printing, . . .	15,216 55	
March, . . .	72,792 49	63,166 94	12,292 92	148,252 35			Taxes, . . .	92,468 88	
April, . . .	97,923 83	63,082 54	2,708 03	163,714 40			Telegraph, . . .	10,037 55	
May, . . .	92,236 99	62,294 73	930 87	155,582 64			Miscellaneous, . . .	77,394 46	
	\$900,233 73	\$627,002 02	\$65,237 42		\$1,852,473 17				\$1,077,488 51
	Excess of Debits to Operating Account over Receipts, from June 1, 1859, to June 1, 1860, . . .				30,770 85		Amount of payments towards Sinking Funds, Interest, Exchange and Discount on Bonds renewed, from June 1, 1859, to June 1, 1860, . . .		75,000 00
									730,760 01
									<u>\$1,883,243 52</u>

(E. E.)

BOSTON, June 1, 1860.

ISAAC LIVERMORE, Treasurer.

TRUSTEES' REPORT.

*To the President and Directors of the Michigan Central
Railroad Company :—*

The Trustees appointed under the Trust Mortgage Deed of the Michigan Central Railroad Company to John M. Forbes, Nathaniel Thayer and H. H. Hunnewell, Trustees, under date of September 29, 1857, report: That the accompanying statements show the present standing of the Sinking Funds, the care of which was intrusted to them, by which it appears that the balance to the credit of the First Sinking Fund on the 31st May, 1860, was in

Bonds at par,	\$142,000 00
Balance cash in Boston Bank subject to order of Trustees,	486 81
	\$142,486 81

Second Sinking Fund on the 31st May, 1860, was in

Bonds at par,	\$18,000 00
Less due the Boston Bank,	59 71
	\$17,940 29

*Statement of the present standing of the Michigan Central First Sinking
Fund.*

Receipts, as per previous statement, December 20, 1859,	\$63,360 32
Received, April 1, 1860, for 137 Coupons, at \$40,	5,480 00
Cost of \$73,000 in Bonds, as per previous statement, including commission and charges,	\$63,384 51
Cost of \$5,000 in Bonds, at 98 per cent.,	4,900 00
Commission on purchase of above, at 1 per cent. on cost,	49 00
Amount clerk hire, 3 months, to January 1, 1860,	20 00
Balance cash in Boston Bank, (order of Trustees,)	486 81
	\$68,840 32
	\$68,840 32

*Statement of the present standing of the Michigan Central Second
Sinking Fund.*

Receipts, as per previous statement, December 20, 1859, . . .	\$15,000 00	
Received, April 1, 1860, for 17 Coupons, at \$40 each, . . .	680 00	
Cost of \$17,000 in Bonds, as per previous statement, including commission and charges, . . .	\$14,744 91	
Cost of \$1,000 in Bonds, at 98 per cent, . . .	980 00	
Commission on purchase of above, at 1 per cent. on cost, . . .	9 80	
Amount clerk hire, to January 1, 1860, 3 months, . . .	5 00	
Balance due Boston Bank, . . .		59 71
	<hr/>	<hr/>
	\$15,739 71	\$15,739 71

H. HOLLIS HUNNEWELL,
J. M. FORBES,

Trustees.

BOSTON, June 15, 1860.

AUDITOR'S REPORT.

To the Directors of the Michigan Central Railroad Company:

Boston, June 13, 1860.

GENTLEMEN:—I have examined the Treasurer's books in Boston, and the Superintendent's in Detroit, for the year ending May 31st, and have found them to be correctly kept, and supported by proper vouchers.

Respectfully,

WILLIAM BOOTT, *Auditor.*

SUPERINTENDENT'S REPORT.

To the President and Directors of the Michigan Central Railroad Company.

GENTLEMEN :—I beg leave to submit the following Statement and Tables upon the operations of the road for the year ending May 31st, 1860.

BUSINESS OF THE ROAD.

The total earnings of the road for the year have been \$1,832,944.86, made up as follows :—

Earnings from Passengers,	.	.	.	.	\$803,507	97
“ “ Freight,	.	.	.	.	962,621	70
“ “ Miscellaneous,	.	.	.	.	66,815	19
					<hr/>	
					\$1,832,944	86

The above figures show in comparison with last year as follows :—

Decrease in Passenger earnings,	.	.	.	\$135,101	42
Increase in Freight, “	.	.	.	131,186	24
Decrease in Miscellaneous, “	.	.	.	1,269	63

Total earnings of this year are less than last year by \$5,184.81.

The aggregate earnings of the months of June, July, August and September of this year, as compared with those of the year previous, show the large falling off of \$126,077.21, which amount will be seen has been recovered within \$5,184.81, by the increased earnings of the remaining eight months of the year.

Although the decrease in Passenger earnings for the year are large, it will be observed that the principal falling off occurred in the first half year, the falling off of the last half year as compared with the year previous being but about 7 per cent., which gives strong grounds for the belief that we have got to the minimum point in the Passenger traffic, and that the ensuing year will show a favorable comparison with the one just closed.

The gradual return to prosperity of this State, and the improving financial condition of the region of country tributary to this line, together with the present flattering prospect of good crops, give indications favorable to the earnings of the coming season.

ARRANGEMENT OF TRAINS.

During the spring and summer of '59, and until November 18th, there were run three *through* Passenger trains each way, and a *local* train between Detroit and Jackson. In addition to the above, the trains running in connection upon the New Albany and Salem Railroad for most of the year, had to be run between Michigan City and Chicago by special engines, in consequence of the inability of that line to make connections at the south, to and from the regular trains of this road.

One Stock train, east, daily, except Sundays, and *one through Freight*, west, have been run during the year, besides way freight trains as the business required.

It will be observed that the mileage of freight trains is but a fraction more than last year, while earnings from freight show an increase of 14 per cent.

At the present time, *two through Passenger trains*, and a *local* between Detroit and Marshall, are doing all the work including the traffic between this line and the New Albany and Salem, making a saving in mileage of Passenger trains at this time over the corresponding time of last year just closed, of upwards of 28 per cent. It is believed that no increase in mileage of trains will be necessary before the commencement of the heavy autumn trade, and even not then if the time tables making the important *through* connections can be so arranged as to properly accommodate the local traffic of the line.

Statement I. shows the mileage of all trains this year to be 31,840 less than last.

OPERATING EXPENSES.

The total account for operating the road, including all repairs and renewals of track, buildings, bridges, rolling stock, and maintenance of the *entire property* of the Company is shown in Table H., and amounts to the sum of \$1,077,483.51, it being, (exclusive of taxes,) about 53 per cent. of earnings.

The above account, besides the ordinary working expenses of the road, includes many items of an extraordinary nature, such as renewals of cars, renewals of bridges, culverts, new rails for the track, many new stone culverts to replace others of an inferior construction going to decay, some 40 miles of new fence, water-houses, wood-sheds, windmills, &c., &c.

REPAIRS OF ROAD.

Embraced in this account, (besides the general daily repairs, all repairs and renewals of rails, new ties, spike and chairs, renewals and repairs of bridges, culverts and fences,) some of the items of an extraordinary nature are as follows:—

1,674 tons new rails manufactured from old ones.

81,580 new cross ties.

10,000 chairs; 160,000 lbs. spike.

Rebuilding on the Eastern division, of nine of the pile bridges over the Kalamazoo and Huron Rivers, the aggregate length of which is upwards of 2,400 feet.

Rebuilding Highway Bridge at Comstock, 42 feet.

“ “ “ near Ypsilanti, 100 “

“ “ “ “ Geddes, 70 “

10 arched and open culverts of stone on this division, to replace those originally built of wood.

20 miles new post and board fence.

On the Western Division, there has been built entirely new—
5 pile bridges.

2 highway bridges, between Niles and Buchanan.

3 arched stone culverts, to replace wooden bridges.

About 10 miles new post and board fence.

About 10 miles new rail fence.

There are remaining a few more of the originally constructed bridges upon the line, that will require rebuilding this season,

and it will also be well to replace a few more of the oldest culverts, with those of a permanent nature, after which this item of expense will be done with for a long time to come. The track is in very general good condition.

BUILDING REPAIRS.

Under this head is included the general repairs of station houses, shops, engine-houses, water-houses, sheds, and the like structures of every sort.

Besides the general repairs of above, there has been something expended of an extraordinary nature, as follows:—

Reconstruction of oil-house at Detroit, including iron tanks capable of holding 12,000 gallons.

Wood-shed at Chicago, 14 by 90 feet.

Carpenter shop at Niles, 24 by 48 feet.

Water-house at Lake station.

Windmill and framed tower at Lake station, for pumping.

Windmill at Gibson's, for pumping.

The wooden buildings upon the line, generally, are in a good state of preservation, but some of them will require repainting this season.

LOCOMOTIVE REPAIRS.

The expenses in this department are about the same as last year, but the engines, as a whole, are in better condition than they were at the commencement of the year. Among the items of expense occurring in the general repairs, are the following renewals:—

4 crank axles.

23 truck and tender axles.

193 truck and tender wheels.

12 sets wrought tire.

2 sets cast tire.

And about \$5,000 already expended on two engines that are being rebuilt.

Improvements are constantly being made in the economy of running and repairs of engines, and it is believed that at the close of the coming year the motive power of the Company will

be still further improved, without increasing the cost on the year just closed.

The locomotive department is now under the charge of Mr. A. S. Sweet, Jr., as General Superintendent, who was long and favorably known as the head of the same department in the Buffalo and State Line Railroad. Mr. S. T. Newhall, the former Superintendent of motive-power, having died in the Company's employ in July last, after eight years' faithful service.

CAR REPAIRS.

This account is something less than last year.

Besides keeping the different classes of cars in good running condition, it has been necessary to build anew to some extent, to replace those gone out of use from long service. There has been built the past year, chiefly of an improved kind—

- 1 first class sleeping car.
- 3 drovers' sleeping cars.
- 35 combination 30 feet freight cars.
- 36 combination 30 feet freight cars, nearly completed.
- 10 hand cars.
- 3 rubble cars.

It will be necessary to go on with the renewals to a moderate extent, but it is believed that this account will be less for the ensuing year.

LOCOMOTIVE, TRAIN, STATION AND TELEGRAPH SERVICE.

The expenses in these branches of service, (with the exception of station service,) are less than last year by about $12\frac{1}{2}$ per cent.

The increase of station service account being 5 per cent. (\$14,000) over the previous year, is in consequence of the increased tonnage of freight handled, that increase being some 60,000 tons, yielding revenue over the previous year of \$131,186.24, as before stated.

TELEGRAPH LINE.

Four years' experience in the use of an independent line of telegraph entirely under the control of the Company, has settled

the question of its great importance as an auxiliary in operating the road.

It is not only of great value as a safeguard to trains running upon a single track, but it renders incalculable service in the prompt transmission of correspondence between the different agents of the Company.

As an evidence of the efficiency with which it has been managed by those in direct charge of it, it is only necessary to say, that since the construction of the line no accident has occurred that can be chargeable to errors in the transmission of messages.

In conclusion, it is proper to say, that the general expenses for repairs and renewals of the different branches of the Company's property could easily have been kept down, and have shown a much less sum in the aggregate, had it not been the policy of the Company to do nothing to impair the value of its road and rolling stock; the general condition of the road, buildings, fences, bridges, and rolling stock, being in as good or better condition than at the close of the last year.

Improvements are constantly being made in the details of operating, and those in charge of the various branches of service, those engaged in the business intercourse with the public, and those employed in the different mechanical departments, in the shops, and on the track, have all exhibited a commendable interest in the prosperity of the Company; the employees generally appreciating fully the importance and necessity of carrying out details with an eye to the strictest economy.

Very respectfully, your ob't serv't,

R. N. RICE, *General Superintendent.*

T A B L E S

TO

SUPERINTENDENT'S REPORT.

1 8 6 0.

[A.]

STATEMENT of the Number of Way Passengers, and the Earnings from the same, for the Years ending May 31, 1859, and May 31, 1860.

MONTHS.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1859.	Year ending May 31, 1860.	Year ending May 31, 1859.	Year ending May 31, 1860.
1859.				
June,	21,725½	21,108½	\$30,750 16	\$28,941 59
July,	26,909½	24,088	32,358 74	30,172 94
August,	23,286½	21,868½	32,634 39	30,966 75
September,	25,970½	24,680½	39,387 76	40,327 40
October,	30,440	28,836½	44,928 41	43,329 24
November,	22,324	20,732	31,533 29	30,213 69
December,	19,655½	18,766	26,488 93	25,973 42
1860.				
January,	18,977	16,642½	26,720 03	22,922 22
February,	16,355	16,274½	22,115 41	22,025 68
March,	23,834½	20,715	31,856 27	28,346 10
April,	20,445½	18,691	30,025 52	27,452 57
May,	19,434½	19,352	29,179 97	30,884 81
Totals,	269,358	251,755	\$377,978 88	\$361,556 41.

[B.]

STATEMENT of the whole Number of Passengers, and the Earnings from the same, for the Years ending May 31, 1859 and May 31, 1860.

MONTHS.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1859.	Year ending May 31, 1860.	Year ending May 31, 1859.	Year ending May 31, 1860.
1859.				
June,	32,462½	28,319½	\$99,249 56	\$67,510 35
July,	35,437½	29,933	82,488 20	62,118 62
August,	32,752	28,776½	89,060 99	70,053 23
September,	37,447	33,834½	113,082 67	93,594 88
October,	41,033½	36,961	103,603 29	89,198 05
November,	29,947	27,263	73,111 37	69,294 35
December,	24,695½	23,004	57,954 30	53,169 56
1860.				
January,	22,322	19,750½	50,090 06	43,814 94
February,	19,979½	19,482	48,029 76	44,377 73
March,	30,666	25,894	77,837 87	64,355 94
April,	27,467½	24,354½	73,855 13	66,119 36
May,	27,317	26,849	70,246 19	79,900 96
Totals,	361,527	324,421½	\$938,609 39	\$803,507 97

[C.]

STATEMENT, showing the Amount received from Wheat and Flour, and all other Freights, for the Years ending May 31, 1859, and May 31 1860.

MONTHS.	AMOUNT RECEIVED FROM WHEAT AND FLOUR.		AMOUNT RECEIVED FROM OTHER FREIGHT.	
	Year ending May 31, 1859.	Year ending May 31, 1860.	Year ending May 31, 1859.	Year ending May 31, 1860.
1859.				
June,	\$12,747 88	\$6,124 50	\$52,848 26	\$40,642 90
July,	9,420 01	3,123 84	45,813 76	37,568 63
August,	24,950 67	21,431 48	56,050 42	51,308 64
September,	38,196 82	43,071 40	67,293 13	68,679 96
October,	29,693 41	55,998 59	70,569 45	75,387 58
November,	13,223 73	35,767 45	63,961 02	71,062 52
December,	6,391 92	9,702 46	60,470 61	64,732 58
1860.				
January,	6,364 57	6,905 73	39,695 01	54,755 58
February,	7,699 69	6,964 56	42,131 56	51,238 23
March,	6,230 77	9,910 00	62,484 73	80,735 78
April,	6,481 06	13,102 95	57,310 25	81,101 86
May,	8,139 38	11,932 96	43,267 35	61,371 52
Totals,	\$169,539 91	\$224,035 92	\$661,895 55	\$738,585 78

[D.]

STATEMENT of the Earnings of the Michigan Central Railroad from June 1, 1859, to May 31, 1860, inclusive.

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
1859.				
June,	\$67,510 35	\$46,767 40	\$5,492 85	\$119,770 60
July,	62,118 62	40,692 47	5,492 85	108,303 94
August,	70,053 23	72,740 12	7,572 85	150,366 20
September,	93,594 88	111,751 36	5,491 16	210,837 40
October,	89,198 05	131,386 17	5,492 85	226,077 07
November,	69,294 35	106,829 97	5,492 85	181,617 17
December,	53,169 56	74,435 04	5,344 24	132,948 84
1860.				
January,	43,814 94	61,661 31	5,235 99	110,712 24
February,	44,377 73	58,202 79	5,168 34	107,748 86
March,	64,355 94	90,645 78	5,309 81	160,311 53
April,	66,119 36	94,204 81	5,416 86	165,741 03
May,	79,900 96	73,304 48	5,304 54	158,509 98
Totals,	\$803,507 97	\$962,621 70	\$66,815 19	\$1,832,944 86

[E.]

CONDENSED STATEMENT

OF THE BUSINESS OF THE MICHIGAN CENTRAL RAILROAD FOR THE LAST SIX YEARS.

Years ending	Number of Way Passengers.	No. of Through Passengers.	Total Number of Passengers.	No. of Tons of Freight moved.	Gross Earnings.	Operating Disbursements, including Taxes.	Net Earnings.
May 31, 1855,	345,138½	158,635½	503,774	241,825	\$2,215,283 73	\$1,335,627 48	\$879,656 25
May 31, 1856,	389,510	161,270	550,780	231,293	2,800,442 81	1,571,817 99	1,228,624 82
May 31, 1857,	406,600½	187,029½	593,630	338,939	3,104,602 69	2,083,199 36	1,021,403 33
May 31, 1858,	307,272	154,684½	461,956½	276,294	2,428,757 52	1,531,218 04	897,539 48
May 31, 1859,	269,358	92,169	361,527	235,123	1,838,129 67	1,072,732 88	765,396 79
May 31, 1860,	251,755	72,666½	324,421½	295,276	1,832,944 86	1,077,483 51	755,461 35

[F.]
MONTHLY STATEMENT
Of Freight moved during the Year ending May 31, 1860.

ARTICLES.	JUNE.	JULY.	AUGUST.	SEPT'R.	OCTOBER.	NOV'R.	DEC'R.	JAN'Y.	FEB'Y.	MARCH.	APRIL.	MAY.	Total.
Apples, . . .	124	1,492	8,900	16,026	22,328	16,111	2,083	1,378	1,284	2,747	524	248	73,245
Ale and Beer, . .	4623	5123	5271	4201	3831	3231	3251	281	3431	4971	4271	6931	6,1581
Ashes, . . .	27	17	15	18	20	19	18	38	28	13	31	17	261
Barley, . . .	402	54	321	1,044	1,645	2,945	3,290	2,744	2,093	4,366	3,401	2,173	24,478
Beans, . . .	187	277	28	223	47	296	241	581	1,408	1,603	502	242	5,735
Bran and Shorts, .	131	117	118	282	827	377	326	149	120	175	308	259	2,689
Beef, . . .	8	4	1	622	11,068	2,931	1,375	1,227	1,584	2,644	895	62	22,420
Butter, . . .	26	18	22	34	68	112	36	48	49	68	55	95	631
Corn, . . .	26,247	35,858	9,184	2,869	2,717	12,909	85,818	48,512	29,604	14,303	23,280	30,968	322,269
Corn Meal, . . .	675	822	2,049	187	345	55	477	758	393	318	827	265	7,171
Cheese, . . .	63	44	107	134	125	56	16	3	12	27	25	60	672
Cranberries, . . .	-	-	8	47	68	112	10	1	-	27	3	-	250
Coal, . . .	443	499	531	563	659	598	473	294	282	141	495	195	5,173
Fruit, dried, . . .	5	-	3	8	8	45	49	69	48	82	58	29	399
Flour, . . .	13,363	7,847	46,604	104,933	129,543	90,770	24,213	16,314	13,415	19,363	24,800	22,401	514,224
Furniture and Luggage, .	224	177	208	332	444	346	259	193	229	383	489	413	3,697
Grass and Clover Seed, .	2	-	46	145	163	52	18	45	159	219	116	44	1,014
Garden Roots, . . .	8,157	1,121	1,746	1,213	2,609	2,373	123	117	894	4,176	4,826	6,480	33,835
Han and Bacon, . .	2	15	6	8	-	10	46	499	339	312	307	50	1,584
High Wines, . . .	94	142	254	257	303	889	2,001	736	462	904	877	695	7,114
Hides, . . .	29	65	32	52	148	201	193	254	122	168	156	62	1,487
Iron and Nails, . . .	236	172	232	386	366	389	216	104	197	231	454	454	3,427
Lime, . . .	224	141	183	121	131	94	22	5	29	154	262	211	1,577
Lumber, . . .	1,379,574	1,484,274	1,546,507	1,288,952	1,809,228	1,429,055	1,254,860	1,555,531	1,500,083	1,904,146	1,889,878	1,668,353	18,710,707
Lathe, . . .	74	182	134	152	95	109	32	31	48	166	47	81	1,151
Leather, . . .	70	72	92	118	85	90	69	88	86	57	64	79	970
Merchand'e, miscellane's, .	3,753	3,736	5,515	7,501	7,690	6,634	5,107	3,829	3,983	7,374	7,828	6,919	69,729
Oats, . . .	5,899	1,422	19,388	16,980	28,138	23,288	35,680	19,500	26,477	71,105	27,500	18,320	293,697
Other Agricultural prod., .	47	21	36	138	169	338	83	32	21	196	281	271	1,623
Plaster, . . .	76	48	590	639	804	20	74	454	1,057	1,646	2,010	1,002	7,920
Pig Iron, . . .	51	33	21	53	62	93	5	11	81	26	26	22	434
Pelts and Skins, . .	17	7	12	18	30	30	43	36	44	34	66	120	457
Pork, . . .	86	65	131	106	84	2,958	939	6,883	2,254	4,316	916	667	19,432

[illegible]

[G.]

STATEMENT, showing the Total Amount of Freight moved in the following Years.

ARTICLES.		YEARS ENDING MAY 31,					
		1855.	1856.	1857.	1858.	1859.	1860.
Apples,	bbls.	38,198½	50,445½	40,966	55,368½	12,625	73,245
Ale and Beer, . .	"	3,900	2,891	4,486	4,522	5,863½	5,158½
Ashes,	tons,	104	82	159	189	183	261
Barley,	bush.	35,777	29,160	25,230	22,023	22,977	24,478
Buckwheat Flour,	tons,	13	56	119	96	8	-
Beans,	bush.	9,189	1,423	9,054	8,057	14,399	5,735
Bran and Shorts,	tons,	1,899	1,797	2,055	2,158	3,047	2,689
Beef,	bbls.	4,473½	7,773	1,814	11,380	3,286½	22,420
Butter,	tons,	372	325	282	585	415	631
Corn,	bush.	790,979	495,862	667,971	244,691	307,867	322,269
Corn Meal, . . .	bbls.	4,073	5,912	4,059	2,559	3,405	7,171
Cheese,	tons,	235	489	628	770	284	672
Cranberries, . .	bbls.	597½	224	6,601	1,624	1,847	250
Coal,	tons,	2,312	2,652	2,614	2,719	3,298	5,173
Fruit, dried, . .	"	424	813	2,555	462	220	399
Flour,	bbls.	366,220	319,722½	371,734½	519,455½	383,623	514,224
Furniture & Luggage,	tons,	3,406	4,586	5,735	4,381	3,359	3,697
Grass Seed, . .	"	429	603	475	383	338	1,014
Garden Roots, .	bush.	72,966	44,733	100,433	107,482	111,572	33,835
Ham and Bacon,	tons,	670	337	984	1,084	1,012	1,584
High Wines, . .	bbls.	5,634½	5,160	4,715	3,338	2,862	7,114
Hides,	tons,	481	672	910	1,336	1,856	1,487
Iron and Nails, .	"	8,422	4,674	5,757	3,374	3,550	3,427
Lime,	"	1,038	1,479	1,246	1,429	1,531	1,577
Lumber,	feet,	14,975,625	18,823,724	23,758,294	17,220,049	14,624,896	18,710,707
Laths,	tons,	1,183	1,377	1,352	1,339	1,103	1,151
Leather,	"	589	732	1,064	851	928	970
Millstones, . .	"	17	27	58	68	-	-
Merchandise, Miscellaneous, . .	"	45,529	61,284	85,250	56,199	50,660	69,729
Oats,	bush.	423,697	193,753	277,711	284,921	98,218	293,697
Other Agricultural Products, .	tons,	727	799	1,135	1,040	625	1,623
Plaster,	"	3,293	2,698	3,235	2,623	4,247	7,920
Pig Iron, . . .	"	430	774	1,165	460	290	434
Pelts and Skins, .	"	247	433	515	302	345	457
Pork,	bbls.	18,393½	11,979	12,603	24,112½	24,467½	19,432
Pork in Hog, . .	tons,	4,620	7,775	2,522	2,712	2,397	3,821
Salt,	bbls.	27,453½	24,527	23,636	24,931	28,763	30,415
Stoves,	tons,	1,074	1,148	970	875	492	680
Shingles, . . .	M.	8,796½	12,394½	14,820	13,313	14,911½	12,651½
Wool,	tons,	754	993	1,187	1,021	923	1,180
Wheat,	bush.	1,077,257	582,542	1,099,080	1,084,465	755,961	930,211
Whiskey, . . .	bbls.	7,037½	4,878	8,686	7,455	5,777½	5,399½
Cattle, Neat, . .	No.	12,109	26,840	45,740	33,590	28,993	33,464
Horses,	No.	3,530	4,002	3,775	1,517	1,039	1,171
Hogs,	No.	37,051	169,955	243,065	125,106	130,005	73,808
Sheep,	No.	11,323	11,830	19,320	11,057	6,117	11,611
Stone, Sand and Brick,	tons,	5,540	2,251	485	2,010	1,148	2,954½
Wood,	cords,	1,695	383	708½	3,599	4,154½	3,054
Total, in tons, . .		241,825	249,595	328,939	276,294	235,123	295,276

STATEMENT

Of Monthly Expenses on account of operating the Michigan Central Railroad, from June 1, 1859, to May 31, 1860, inclusive.

Months.	Road Repairs.	Building Repairs.	Locomotive Repairs.	Car Repairs.	Locomotive Service.	Train Service.	Station Service.	Fuel.	Oil and Waste.	Stationry.	Telegraph Operating.	State Tax.	Miscellaneous.	Steamboat Account.	Total.
1859.															
June, .	\$21,198 50	\$4,859 09	\$5,126 49	\$6,091 36	\$3,107 85	\$2,947 46	\$26,569 68	\$6,412 70	\$1,825 24	\$1,325 36	\$982 70	\$400 00	\$3,661 08	\$6,335 29	\$90,842 80
July, .	19,749 92	4,063 20	6,029 57	4,432 63	3,135 55	3,123 62	17,839 82	5,808 99	2,034 45	812 88	346 07	-	3,130 78	2,582 88	73,090 36
August,	17,437 50	2,316 54	7,269 99	4,527 00	3,003 35	2,812 43	15,284 18	6,463 66	1,934 75	1,109 03	559 35	1,335 43	761 59	-	64,314 80
Sept., .	17,328 31	3,550 18	4,632 30	4,622 39	3,355 05	2,900 42	19,610 78	8,757 48	1,917 94	1,231 52	414 02	122 85	7,110 58	-	75,553 82
Oct., .	15,845 11	2,810 51	6,980 85	4,661 91	3,789 00	3,525 92	19,338 95	12,741 96	1,657 97	1,192 20	969 19	167 52	3,952 28	-	77,633 37
Nov., .	15,319 83	6,574 52	4,418 74	5,007 01	3,780 97	3,458 00	36,269 67	9,776 26	2,252 66	1,920 15	720 14	-	4,855 57	-	94,353 52
Dec., .	25,608 81	3,606 37	6,549 71	7,812 31	3,085 28	3,320 77	28,807 96	12,286 08	2,333 40	964 87	923 66	7,627 87	10,341 30	1,833 43	115,101 82
1860.															
Jan., .	7,695 88	3,730 64	8,345 97	8,622 30	2,816 14	2,786 11	17,928 63	11,582 65	1,306 93	1,193 98	768 24	75,952 17	2,304 35	4,838 35	149,872 37
Feb., .	12,316 09	2,013 38	4,859 46	8,121 01	2,618 10	3,079 65	17,492 63	11,949 72	1,916 82	821 98	983 84	-	4,721 24	-	70,893 92
March,	12,268 08	1,399 02	6,105 57	8,301 77	2,669 45	2,603 59	18,698 85	11,288 30	1,484 81	790 56	1,344 89	6,862 54	4,873 64	-	78,691 07
April, .	18,680 26	2,931 81	7,088 90	7,320 37	2,917 78	2,646 66	16,733 96	11,319 30	1,760 70	1,277 88	1,180 15	-	5,455 22	1,098 25	80,411 24
May, .	23,318 57	3,098 95	6,629 72	7,386 63	2,840 72	2,920 37	35,669 77	8,889 55	2,510 07	2,576 14	845 30	-	5,916 13	3,622 50	106,224 42
Totals, .	206,766 86	40,954 21	74,037 27	76,906 69	37,119 24	36,125 00	270,244 91	117,276 65	22,935 74	15,216 55	10,037 55	92,468 38	57,083 76	20,310 70	1,077,483 51

[I.]

STATEMENT of *Miles run by Locomotives from June 1, 1859, to May 31, 1860, inclusive.*

MONTHS.	Miles. Passenger Trains.	Miles. Freight Trains.	Miles. Working Trains.	Miles. Total.
1859.				
June,	59,228	32,218	8,213	99,659
July,	56,837	29,943	7,349	94,129
August,	57,927	30,958	8,345	97,230
September,	57,953	41,260	8,013	107,226
October,	59,322	56,944	7,662	123,928
November,	49,229	49,951	7,348	106,528
December,	42,483	41,710	16,149*	100,342
1860.				
January,	40,289	35,167	11,928*	87,384
February,	34,751	30,754	10,616*	76,121
March,	34,681	30,766	11,328*	76,775
April,	45,577	36,532	12,987*	95,096
May,	44,361	34,246	13,078*	91,685
	582,638	450,449	123,016*	1,156,103

* Includes Training Engines, which were never put in before.

[J.]

SCHEDULE and Description of Locomotives.

NAMES.	Where Built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Ranger,	Detroit Locom. Works,	16—22	5 ft. 6 in.,	4
Rambler,	" " "	"	"	4
Rattler,	" " "	"	"	4
Rover,	" " "	"	"	4
Racer,	" " "	"	"	4
Rusher,	" " "	"	"	4
Bald Eagle,	Manchester,	16—20	"	4
White Eagle,	"	"	"	4
Grey Eagle,	"	"	"	4
Black Eagle,	"	"	"	4
American Eagle,	"	"	"	4
Golden Eagle,	"	"	"	4
White Cloud,	"	"	"	4
Flying Cloud,	"	"	"	4
Rocket,	"	"	"	4
Storm,	"	"	"	4
North Wind,	"	"	"	4
East Wind,	"	"	"	4
South Wind,	"	"	"	4
West Wind,	"	"	"	4
Whirlwind,	"	"	"	4
Trade Wind,	"	"	"	4
Arab,	Detroit Locom. Works,	"	"	4
Mameluke,	" " "	"	"	4
Circassian,	" " "	"	"	4
Corsair,	" " "	"	"	4
Egyptian,	" " "	"	"	4
Persian,	" " "	"	"	4
Grey Hound,	Lowell,	16—22	"	4
Stag Hound,	"	"	"	4
Fox Hound,	"	"	"	4
Wolf Hound,	"	"	"	4
Pioneer,	Hinckley & Drury,	15—18	5 feet.	4
Herald,	" " "	"	"	4
Reindeer,	" " "	"	"	4
Antelope,	" " "	"	"	4
Mayflower,	" " "	"	"	4
Comet,	Michigan Central Shop,	14—20	"	4
Gazelle,	" " "	"	"	4
Torrent,	" " "	"	"	4
Hurricane,	" " "	15—18	"	4
Cataract,	" " "	"	"	4
Jupiter,	Manchester,	16—20	4 feet.	6
Saturn,	"	"	"	6
Neptune,	"	"	"	6
Pluto,	"	"	"	6
Black Bear,	Detroit Locom. Works,	"	"	6

SCHEDULE of *Locomotives*—Continued.

NAMES.	Where Built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Rocky Mountain, .	Hinckley & Drury, . .	16—20	4 feet.	6
Salamander,	" "	"	"	6
Ætna,	" "	"	"	6
Samson,	Michigan Central Shop,	"	"	6
Giant,	" " "	"	"	6
Tiger,	" " "	"	"	6
Ajax,	Manchester,	15—24	4 ft. 6 in.,	4
Atlas,	"	"	"	4
Ceres,	"	"	"	4
Stranger,	"	"	5 feet.	4
Foreigner,	Rogers,	15—22	"	4
Saxon,	"	16—22	4 ft. 10 in.,	4
America,	"	"	"	4
Dolphin,	Schenectady,	15—22	4 ft. 6 in.	4
Grampus,	"	16—22	4 ft. 10 in.,	4
Porpoise,	"	"	"	4
Mars,	Detroit Locom. Works,	"	"	4
White Bear,	" " "	"	"	4
Niagara,	" " "	"	"	4
Peninsula,	" " "	"	"	4
Washington,	" " "	"	"	4
Goliath,	Michigan Central Shop,	"	"	4
Vesuvius,	" " "	"	"	4
Hecla,	" " "	"	"	4
Grizzly Bear,	" " "	"	"	4
Brown Bear,	" " "	"	"	4
Lion,	" " "	"	"	4
Twilight,	Detroit Locom. Works,	"	"	4
Atlantic,	" " "	"	"	4
Pacific,	" " "	"	"	4
Arctic,	" " "	"	"	4
Baltic,	" " "	"	"	4
North Sea,	Manchester,	"	"	4
South Sea,	"	"	"	4
Red Sea,	"	"	"	4
Caspian Sea,	"	"	"	4
Black Sea,	"	"	"	4
White Sea,	"	"	"	4
Challenge,	Michigan Central Shop,	16—20	5 ft. 6 in.	4
Defiance,	" " "	"	"	4
Globe,	Globe Works,	16—22	4 ft. 6 in.	4
Hinckley,	Boston Locom. Works, .	14—22	"	4
Vulcan,	Hinckley & Drury, . .	15—20	"	4
Hercules,	Michigan Central Shop,	"	"	4
Battle Creek,	" " "	"	"	4
5 Training Engines,	Boston Locom. Works, .	12—20	4 feet.	4
1 Training Engine, .	Michigan Central Shop,	12—17	"	4

Total number of Locomotives, 98.

[K.]

STATEMENT *showing the number of Cars of each kind owned by the Company, all of their own manufacture.*

PASSENGER CARS.

- 62 first class, with 12 wheels.
- 6 first class, with 12 wheels, with sleeping seats.
- 2 first class, with 12 wheels, with sleeping seats, in process of construction.
- 3 drovers' sleeping cars.
- 12 second class cars, with 8 wheels.
- 31 third class cars, with 8 wheels, for emigrants, and adapted for loading with certain kinds of clean freight eastward.

BAGGAGE CARS.

- 14 with 8 wheels.
- 9 with 12 wheels.

FREIGHT CARS.

- 26 covered, 8-wheel way cars, for use of men in charge of live stock, and conductors.
- 986 covered, with 8 wheels.
- 42 covered, with 4 wheels.
- 225 open, with 8 wheels.
- 6 open, with 4 wheels.

GRAVEL AND OTHER CARS.

- 90 hand cars.
 - 20 gravel cars, single dumpers.
 - 21 gravel cars, hand dumpers.
 - 120 wood and repairing cars.
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